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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORTCOUNTRY US3R
SUBJECT Port Information: DairenPLACE ACQUIRED
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DATE (OF INFO.)

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 6ND No 0016-8-53).

1. A merchant mariner provided his observations of the harbor and port activity at Dairen, made during a late March 1953 visit of his vessel to this port.
2. Entering Dairen in ballast, the informant's vessel loaded goat skins, goose and duck down and gunny bags before departing for Taku Bar.
3. The port was described as "very busy," but not working at full capacity. No war vessels of any type were observed. Approximately 10 Soviet freighters were tied at pier 1, as noted on Japanese Chart No 396, Dairen Harbor Area. Most of these were US Liberty-type vessels. Six additional freighters were observed at piers 2, 3 and 4 and in the harbor area. Most of these were British. One was either Swedish or Norwegian. The informant was unable to furnish any description of any vessels in port other than as noted above.
4. No navigational obstacles of any kind were noted, either in the approach to or in Dairen harbor. However, it is believed that the harbor is mined because the cargo master who boarded the vessel stated that the area was mined and that courses must be sailed exactly as given. The vessel entered the area after dark and was checked at various points by searchlights from shore positions. The lights would focus on the name of the vessel and then would be turned off.
5. The harbor pilot appeared to be Chinese, and was dressed in a blue, padded uniform. He appeared competent and brought the ship to dock with no trouble.
6. The usual security measures were enforced. The security check was made when the pilot boarded. A complete check of the ship was made but the crew was not interrogated. No one, except the master, was permitted ashore. He was allowed to visit the pier office to conduct ship's business, but was under armed guard. The ship's crew was invited to visit the Seaman's Club, under escort, but declined. No visiting between ships was permitted.

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7. The only breakwater observed appears on Japanese Chart No 396.
8. Cargo sheds cover the piers in the area near the pier office. Informant stated that he did not pass through any of these buildings and cannot say what, if any, type of merchandise was inside. The only cargo observed on the docks consisted of large bales of some type of animal feed. The informant did not know whether this was entering or leaving the port.
9. Oil transfer and storage facilities appeared excellent. Oil is stored in tank farms located at points B, C and E on Japanese Chart No 396. His vessel took on oil at dockside. Loading was accomplished through a four-inch rubber hose, and the oil could be supplied as fast as the ship could receive it. The informant had no information concerning unloading facilities.
10. Only five cranes were observed in the vicinity of the four piers marked on Japanese Chart No 396. This was the only part of the harbor observed by informant. All of these were working on pier 1. All moved on railroad tracks. Two were new and appeared to have a capacity of from three to five tons. The remaining three were old, but quite large. The informant was unable to estimate the capacity of these. He stated that, in general, harbor facilities appeared to be in good repair, but old. No new construction or equipment was observed, with the exception of the two cranes noted above. No estimate of the port's capacity could be provided.
11. No attempt was made to purchase any ship's supplies, other than oil, and the informant was unable to furnish any information concerning availability or quality.
12. All guards observed were Chinese. Some officers were observed in the area who appeared to be Russian but the informant had no contact with them. Two old tugboats were working the harbor area. Only Chinese were observed aboard these boats. A large number of soldiers were present in the area but all appeared to be Chinese. The informant stated that he had no contact with anyone who appeared to be Russian while in the area.
13. No shipbuilding facilities were noted in the area. The informant said that he definitely had not observed any type of dry dock. However, in this connection, he pointed out that he did not have a good view of the harbor while aboard his ship. He said that he observed only five passenger automobiles while in the area. These were all old and were of US design. Some trucks were observed but most freight was moved about the area in ox carts. All laborers were male Chinese. They were efficient, did not steal, and did not talk to anyone while working. Public transport observed consisted of old style electric trolley cars.
14. The informant stated that he had no information about prohibited zones. He did comment on the number of factories located at point D on Japanese Chart No 396. He stated that when leaving the area he noticed what appeared to be a large industrial area at this point, and one such factory was belching forth a large amount of yellowish black smoke. This entire area appeared to be very busy. Also, on the way out of the harbor cement gun emplacements were observed at point F. The informant stated that neither guns nor soldiers were visible, but that dome-shaped emplacements could be seen. He could not remember how many he had seen, or estimate the size of those visible. He did state that some were larger than others. He further stated that an air cover of five MIGs was aloft at all times during daylight hours while he was in Dairen. He had no information concerning night air cover.

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